

Tuesday Jan. 20th. Steering on different courses to the westward cruising for Whales employed in sail mending Lat. by obs. $0^{\circ}15'S$. Long. by Chrs. $168^{\circ}16'W$.

Wednesday Jan. 21st. Fresh trades from E. Steering on diff. tacks & different courses to the westward at 4 AM. I came on deck and found 1st and 3rd Officers both sound asleep on the Quarter Deck and a Kanakha at the helm as usual, as this had been the 2nd time I had found them in this state since I had left port and had good reason to believe it was their practice every night. I told Mr. Phipps 1st Officer to go below and turn in, and told the third Mate he should not have no watch below in the day time if he did not keep a watch & sight.

Lat. by obs. $0^{\circ}42'S$. Long. by Chrs. $169^{\circ}41'W$.

Thursday Jan 22nd. Steering on diff. courses to the South Westward, having no confidence in Mr. Phipps to stand watch I told Mr. Joseph 3rd Mate to take charge & Mr. Phipps to lay in all night.

Lat. by obs. $0^{\circ}40'S$. Long. by Chrs. $170^{\circ}26'W$.

Friday Jan. 23rd. Fresh trades from E. to E. S. E. Steering to the Southward by the Wind all sail through the day, easy sail through the night. Lat. by obs. $2^{\circ}15'S$. Long. by Chrs. $171^{\circ}00'W$.

Saturday Jan. 24th. Fresh trades from E. Steering on diff. tacks by the wind under all sail at 8 AM. made Matys Island bearing S. W. at 8 AM. the Middle of the I. or the entrance of the Lagoon bore off 1/2 mi. S. I shortened my boat and went in a fishing. Lat. by obs. $2^{\circ}49'S$. Long. by Chrs. $171^{\circ}30'W$. not agreeing with the Long. of the I on the Chart by more than 30 mi. it being $172^{\circ}00'$ on Chrs. employed in sitting up Shooks.

Sunday Jan. 25th. At 3 P.M. returned from fishing with a few fish, and one Green Turtle, Steered to the N. E. W. by the wind at 6 AM. Steered W. by N. Winds from N. E. Lat. by obs. $1^{\circ}54'S$. - Long. by Chrs. $172^{\circ}55'W$. Kanakha John sick & off duty.

Monday Jan. 26th. Steering on diff. courses making a zigzag course to the North Westward Winds from N. E. Lat. by obs. $0^{\circ}36'S$. - Long. by Chrs. $175^{\circ}02'W$. Long. by Lun. $174^{\circ}53'W$.

Tuesday Jan. 27th. Steering to the westward under all sail variously employed on Shooks &c. moderate winds from E. and fine weather. Lat. by obs. $0^{\circ}35'S$. Long. by Chrs. $177^{\circ}24'W$. Long. by Lun. $177^{\circ}15'W$.

Wednesday Jan 28th. Winds from E. Steering on diff. courses to the Westward under all sail employed in setting up old shooks caught a Porpoise &c. Lat. by obs. $0^{\circ}19'S$. Long. by Chrs. $179^{\circ}48'W$. Long. by Lun. $179^{\circ}41'W$.

Thursday Jan. 29th. light winds from E. Steering to the Westward and latter part equally with light showers of rain. Lat. by obs. $0^{\circ}32'S$. Long. by Chrs. $178^{\circ}48'W$.

Friday Jan. 30th. light Winds from the Eastward and calms Steering on diff. courses to the Westward employed in setting up old Shooks Lat. $0^{\circ}50'S$. Long. $177^{\circ}50'W$ by Chrs.

Saturday Jan 31st. Breeze & Middle part light winds from E. to S. and equally with showers of rain at 8 AM. made Byrons Island bearing S. W. at 9 AM. the I. bore S. W. by 1/2 mi. S. came to the head of the lagoon, great numbers of Canoes came off and the decks were soon covered with natives with a bundance of hats and Mats to trade for tobacco, and likewise they had a few green Coconuts & a few small fish, at about 1/2 past 11 I steamed them all out and headed to the Southward by the wind at 1/2 past 11 the Island bore about N. 5 mi. S. Lat. by obs. $1^{\circ}22'S$. Made the Long. of the Island by Chrs. $176^{\circ}51'W$. Long. of the I. by Wilkes Chart. $176^{\circ}40'W$. Chrs. to far E. - 11 miles.

Sunday Feb. 1st. fresh trades from E. to E. S. E. Steering on different tacks by the wind at 8 AM. the Middle of Byrons I. bore N. E. 7 mi. S. Lat. by obs. $1^{\circ}32'S$. - Long. by Chrs. $176^{\circ}33'W$. Henry Green Cook sick & off duty.

Monday Feb. 2nd. Strong trades from E. S. E. and fine weather Steering on diff. courses to the South Westward employed in sitting up Shooks and painting the boats overhead. Lat. by obs. $0^{\circ}25'S$. - Long. by Chrs. $175^{\circ}10'W$.